

PART A - Initial Impact Assessment

Proposal Name: Electric Vehicle Public Charging Infrastructure Development

EIA ID: 2120

EIA Author: Jenny Wood (Place)

Proposal Outline: This EIA brings together various proposals that contribute to overall public electric vehicle charging infrastructure development and covers: 1. Electric Vehicle (EV) charging points investment and locations 2. Sourcing of providers and pricing tariff considerations 3. Resourcing for planning and delivery 4. Acceptance and use of funding grants The aim is to create a single view of the equality implications of this major programme.

Proposal Type: Non-Budget

Year Of Proposal: 21/22, 22/23, 23/24, 24/25

Lead Director for proposal: Tom Finnegan-Smith

Service Area: Strategic Transport, Sustainability and Infrastructure

EIA Start Date: 5/24/2023

Lead Equality Objective: Leading the city in celebrating and promoting inclusion

Equality Lead Officer: Ed Sexton

Portfolio

Primary Portfolio:

City Futures

EIA is cross portfolio:

Yes

Operational Services

EIA is joint with another organisation:

Overview of Impact

Overview Summary:

The development of a public electric vehicle charging infrastructure network contributes towards addressing health inequalities and other causes and identifiers of inequality in Sheffield. The EIA notes likely impacts in relation to:

- Disability
- Health
- Age
- Race (specifically provision of information in languages other than English, based on 2021 Census data), and
- Poverty & Financial Inclusion (an aim to ensure that
- residents have access to market competitive tariffs)

Impacted characteristics:

- Health
- Poverty & Financial Inclusion
- Disability
- Age
- Race

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

Yes

Engagement took place in relation to pilot on street residential charging infrastructure roll out (ORCs project) with the Accessibility Liaison Group (ALG) in October 2023 to invite feedback and suggestions regarding the proposed locations, the design of the islands (build-outs) for the chargepoints and the type of chargepoints that could be installed. A follow-up meeting with electric vehicle users within the ALG is planned to take place in the near future to gain more insight into potential accessibility issues in relation to chargepoints and their design. Information was provided and communication undertaken with the public and local representatives throughout the development of the pilot (process to be reviewed in future projects), prior to formal consultation via associated Traffic Regulation Orders. Letters were sent to over 700 addresses to provide a broad awareness of the proposal. This was a wider consultation than would normally support a TRO for parking restrictions. Key concerns that came back included those in relation to the availability of general on street parking, lack of EV ownership in the area / demand, alternative locations, nuisance to immediate properties, perceived risk (fire, anti social behaviour), encouraging car use, expected non compliance / lack of enforcement, not being able to access (due to other users), and creating 'private' spaces for the few who can afford EVs / affordability. A number of responses were also returned in support including from someone who felt that it would make owning an EV a more realistic prospect in the area and someone who would no longer have to walk as far (Up hill). As a pilot project monitoring of the (ORCs) roll out will be undertaken. Increasing the number of public charging points for electric cars was a popular 'other' suggestion during the consultation carried out in relation to the Clean Air Zone, where in addition to the high cost of electric vehicles, the lack of electric vehicle charging points was highlighted as a key barrier to investing in cleaner vehicles. The Council must consider the engagement of key stakeholders, residents and members of the public where appropriate, and this will be addressed during the planning and delivery of those processes which for example alter the use of the public highway, in addition to any statutory requirement to do so relevant to the specific process concerned. A proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders. The Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University also

carried out a piece work for Sheffield Council in 2021 examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham. Amongst other outcomes this found: • Of the 39.8% of respondents willing to walk to a charging point (65.4% had access to a driveway or off street parking), 27.4% would walk 5 minutes or less (this fell to 13.1% for 10 minutes or less) • 42.7% disagreed or strongly disagreed that there were enough charging points in the city (45.8% didn't know) An Electric Vehicle (EV) Public Charger Demand Tracker is now also available and will help inform future planning and development to best support all users and give residents, businesses and visitors greater confidence in using electric vehicles.
<https://haveyoursay.sheffield.gov.uk/electric-vehicle-charge-point-demand-tracker>

Impact areas:

Year on Year

Initial Sign-Off

Full impact assessment required:

Yes

Review Date:

6/30/2024

PART B - Full Impact Assessment

Health

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC

has recently introduced a 'category C' Clean Air Zone, which the switch to electric vehicles will support. Note: An EIA REF: 803 was undertaken for the Clean Air Plan Final Full Business Case as well as health impact assessment / screening.

Name of Lead Health Officer:

Comprehensive Assessment Being Completed: No

Public Health Lead signed off health impact(s):

Age

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: The location and cost of charging points are related factors to this proposal that are likely to have an impact on people on grounds of age – for example, for older people or for working-age people. This will need factoring into the development of proposals.

Disability

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: The programme should seek to comply with PAS 1899:2022 a new specification on accessible public chargepoints for electric powered vehicles. It covers the design and placement of chargepoints, including the location spacing and surrounding environment, as well as the information, signals and indicators to be provided. The provision and management of accessible spaces will need factoring into the development of proposals. The potential for more individual solutions for disabled residents will also continue to be investigated. Where facilities for local charging hubs

are provided on highway, build outs off the footway in order to minimise impact on other users will be considered. Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines should be maintained. Engagement took place with the Accessibility Liaison Group (ALG) in October 2023 to invite feedback and suggestions regarding the design of islands (build-outs) for chargepoints and the type of chargepoints that could be installed for pilot on street residential charging scheme. A follow-up meeting with electric vehicle users within the ALG is planned to take place in the near future to gain more insight into potential accessibility issues in relation to chargepoints and their design.

Poverty & Financial Inclusion

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: Charging an electric vehicle at public electric vehicle charging facilities is usually more expensive than for those who can charge from home / private premises. This is linked to the costs associated with installing, maintaining, and operating the facilities as well as differences in VAT. Tariffs vary depending on the charge point operator, type of charging and energy price fluctuations amongst other things. The Council should look to ensure that residents (businesses and visitors) have access to market competitive tariffs so that those without access to off street parking (or needing to top up) have the option of electric car ownership supported by a commercially sustainable network. In addition, innovative on street home charging solutions will continue to be investigated and may be used in addition where feasible. The four key barriers to uptake of electric vehicles in the UK are now understood to be: upfront price; charging infrastructure; range anxiety; and lack of vehicle choice . Tariff pricing and any related parking exemptions should take into account the need to ensure sustainable operation and support the expansion of charging infrastructure (essential to those who may not be able to afford accommodation with off street parking that could support charging from home) whilst not disproportionately placing parking income requirements on those who may not yet be able to

afford an electric vehicle.

Race

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

There are 11,163 households in Sheffield where no household members have English as their main language (4.8%) . Information should be provided in multiple languages where feasible with consideration given to the main languages spoken in Sheffield from the 2021 Census. Soft Market Testing indicated that although many providers offer alternative languages in various ways, few of these are likely to be the top main languages spoken in Sheffield other than English.

Action Plan & Supporting Evidence

Outline of action plan:

Actions include:

- Developments should comply with PAS 1899:2022 wherever feasible (soft market testing indicated this is most likely to be challenging where site constraints restrict design)
- Proposals for the provision and management of disabled and / or accessible electric vehicle charging spaces should be developed
- In parallel continue to investigate the potential for more individual solutions for disabled residents and work with disability interest groups
- Provision of information in alternative languages should be considered as part of implementation
- Tariffs should take into account the considerations described above and also be benchmarked to ensure residents have access to market competitive tariffs. This should be considered as part of all future procurements
- Continue to investigate the potential for on-street home charging solutions Development implemented through this procurement should update sections of this EIA as appropriate, and this should then be included as part of their approvals process.

Action plan evidence:

Disabled People Community.pdf (sheffield.gov.uk) Are there any electric vehicles on the Motability Scheme? | Motability Scheme Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk) Plug-in grant for cars to end as focus moves to improving electric

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date: 6/30/2024